BookletChart™

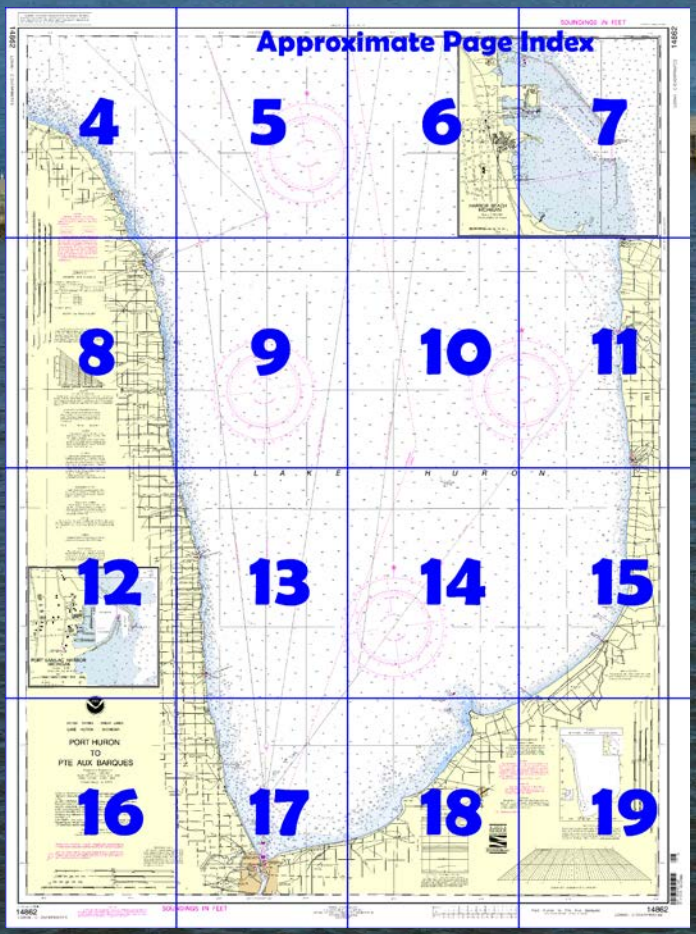
Port Huron to Point aux Barques

NOAA Chart 14862

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14862

(Selected Excerpts from Coast Pilot)
The S end of Lake Huron in the approach to the head of the St. Clair River is obstructed by an extensive shoal area. A dredged channel, maintained at the Federal project depth of 30 feet, leads S for about 6 miles through the shoals to the head of the river. The channel is marked by lighted buoys and a **180.3°** lighted range at Point Edward, Ont. A racon is at the front light. Lake Huron Cut Lighted Buoy 12 marks the entrance to the channel from Lake Huron. Lake Huron Cut Light 7, about 2.2 miles from the entrance, is equipped with a racon.

Fort Gratiot Light (43°00.4'N., 82°25.4'W.), 82 feet above the water, is shown from a white brick conical tower on the W side of the head of St. Clair River. Port Huron Coast Guard Station is close S of the light. A **regulated navigation area** has been established off the Coast Guard Station. (See **33 CFR 165.1 through 165.13 and 165.920**, chapter 2, for limits and regulations.)
From the head of the St. Clair River NNW for 19 miles to Lexington, the shore is low. In this stretch, the lake bottom is generally rocky with depths to 18 feet extending 1.3 miles offshore. A shoal with a least depth of 12 feet is 0.9 mile NE of the mouth of **Burtch Creek,** 7 miles S of Lexington. A 16-foot diameter potable water intake extends from shore 5.7 miles NNW of Fort Gratiot Light NE for 5 miles to a crib covered 38 feet. A wreck, covered 29 feet, is 10.7 miles NNE of Fort Gratiot Light.
Lexington, Mich., is an artificial harbor 19 miles NNW of the head of St. Clair River.
Port Sanilac, Mich., an artificial harbor used by pleasure craft, is on the W shore of Lake Huron about 30 miles N of the head of St. Clair River. An elevated blue tank just N of the harbor is prominent from lakeward.
Port Sanilac Light (43°25.8'N., 82°32.4'W.) is shown from a white octagonal tower in the village, SW of the harbor basin.
A marina developed by the Michigan State Waterways Commission is on the W side of the harbor basin. A private marina is in the basin. Transient berths, gasoline, diesel fuel, water, electricity, haul-out facilities, sewage pumpout, launch ramp, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9. The private marina also provides a 20-ton hoist, and hull, engine, and electronic repairs.
The private marina also provides a launching ramp, a 20-ton hoist, and hull, engine, and electronic repairs.
Forester, Mich., 5 miles N of Port Sanilac, can be identified by two church spires close to shore. There are no docks; shoals, rocks, and dock ruins render navigation hazardous. Landing should not be attempted without local knowledge.
Forestville, Mich., about 16 miles N of Port Sanilac, can be identified by the spire of a small white church. A rock jetty with a launching ramp on its N side extends about 200 feet from shore at the village. There is excellent holding ground SE of the jetty in 30 feet.
From Forestville N to Harbor Beach numerous submerged rocks extend as much as 0.7 mile offshore.
Harbor Beach, Mich., is an artificial harbor about 60 miles N of the head of the St. Clair River. It is an important harbor of refuge for large vessels on the W shore of Lake Huron. A 300-foot stack at the powerplant in the N part of the harbor is prominent.
Harbor Beach Light (43°50.7'N., 82°37.9'W.), 54 feet above the water, is shown from a white conical tower on the N side of the harbor entrance. A fog signal is at the light.
Small craft can enter the harbor through a gap in the N breakwater. In 1966, the controlling depth in the gap was 7 feet in the E half and 5 feet in the W half. Small craft with local knowledge can enter the harbor at the S end; a depth of about 3 feet can be carried, taking care to avoid shoals and a wreck covered 1 foot off the S end of the S breakwater. Two wrecks in the harbor, covered 6 feet and 1 foot, are about 0.6 mile WNW and WSW of Harbor Beach Light, respectively.
Harbor Beach, Mich. Dangers.–Two wrecks in the harbor, covered 6 feet and 1 foot, are about 0.6 mile WNW and WSW of Harbor Beach Light, respectively.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.085" northward and 0.267" eastward to agree with this chart.

MANUAL FOG SIGNAL

Fog signal is activated by keying radio mike, channel 19 VHF (156.950 MHz), 5 times within 5 seconds. Horn will stay active for 30 minutes.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Clio, MI	KIH-29	162.40 MHz

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kH
PULSE REPETITION INTERVAL
9960.....99,600 Microsecond
8970.....89,700 Microsecond
STATION TYPE DESIGNATORS: (Not individual statio
letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

8970-X 8970-Y
9960-W 9960-Z

Loran-C correction tables published by the Nationa Imagery and Mapping Agency or others should not be use with this chart. The lines of position shown have been adjuste based on survey data. Every effort has been made to me the ¼ nautical mile accuracy criteria established by the U. Coast Guard. Mariners are cautioned not to rely solely o the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

7 Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

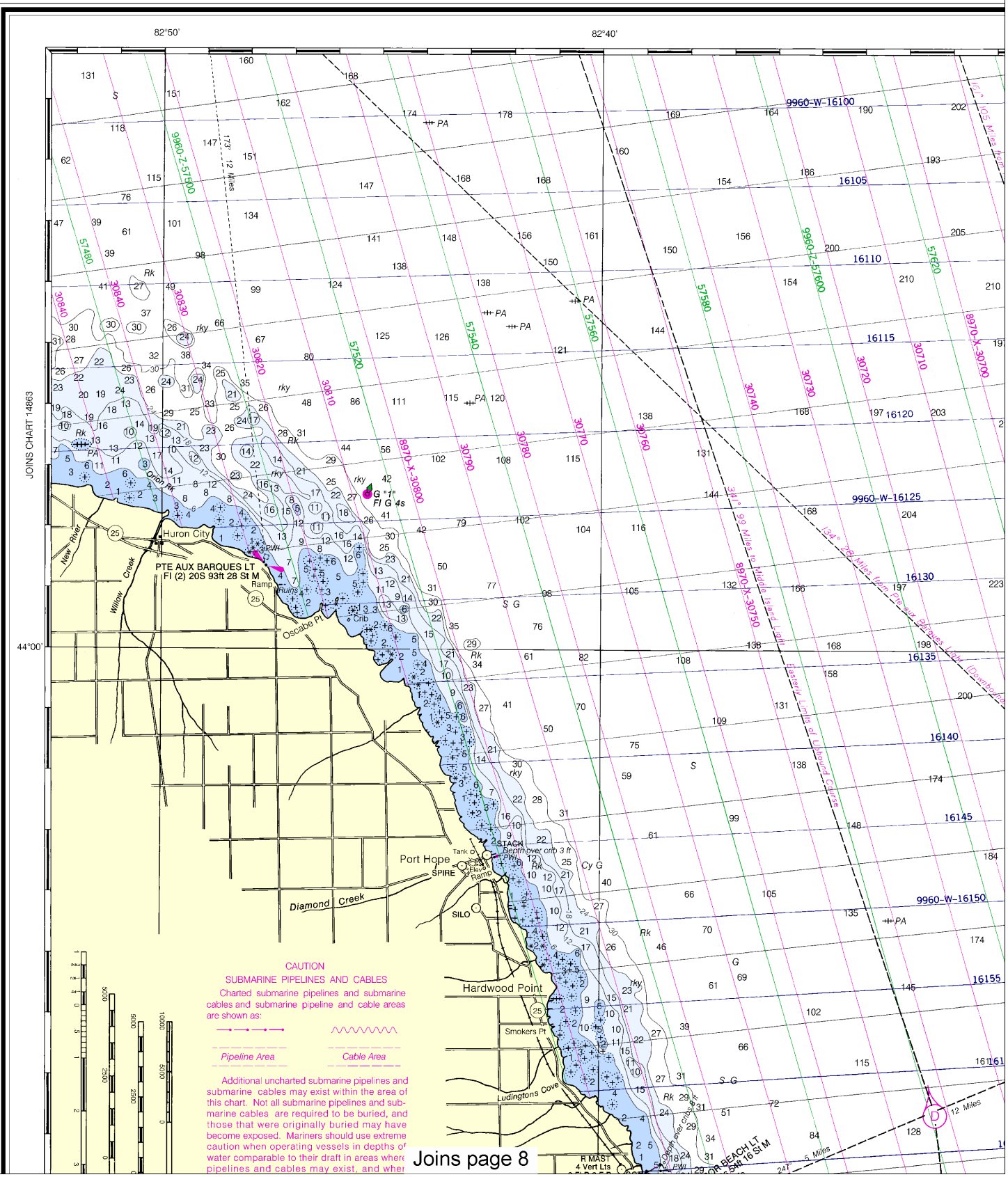
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

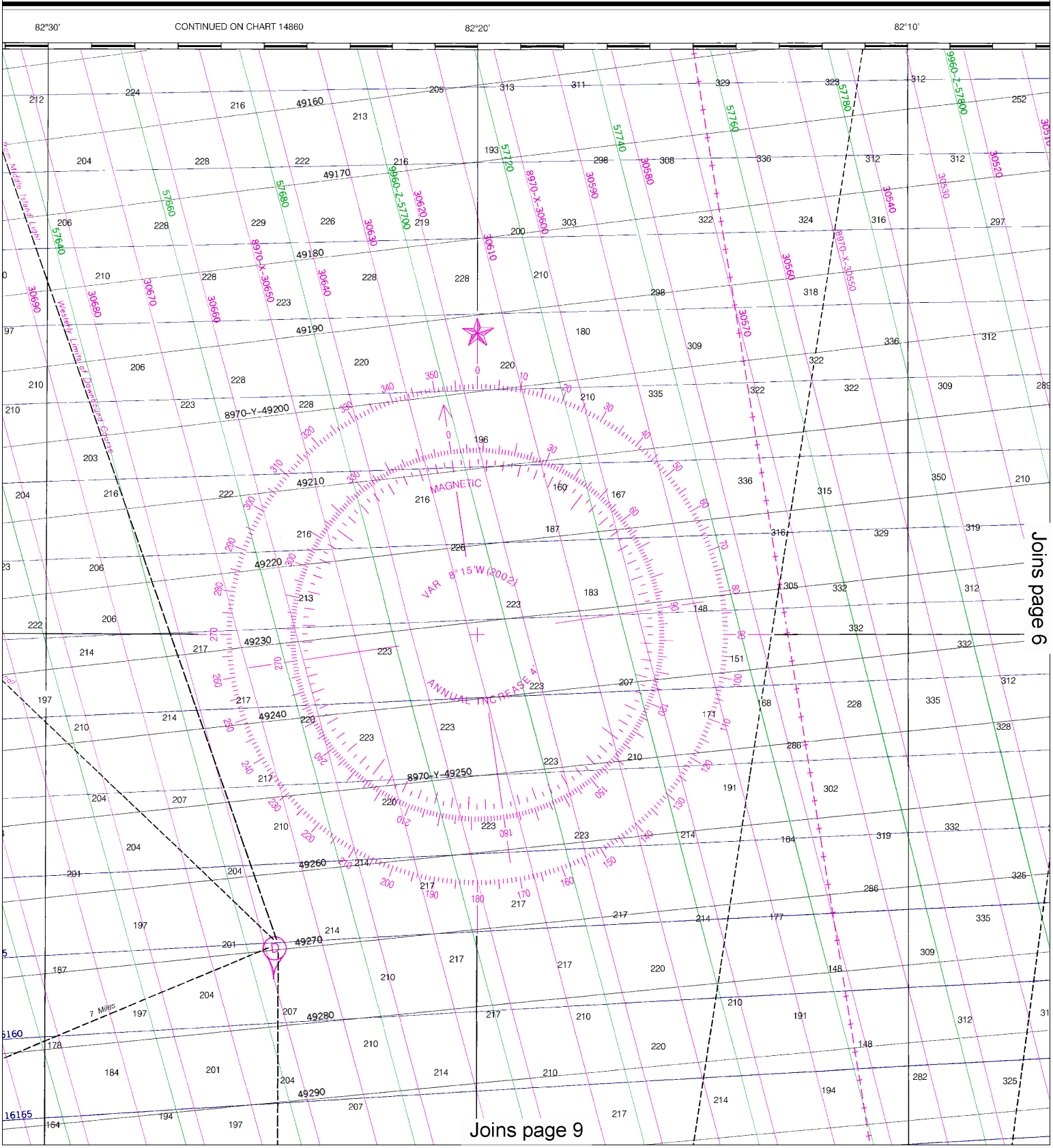
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



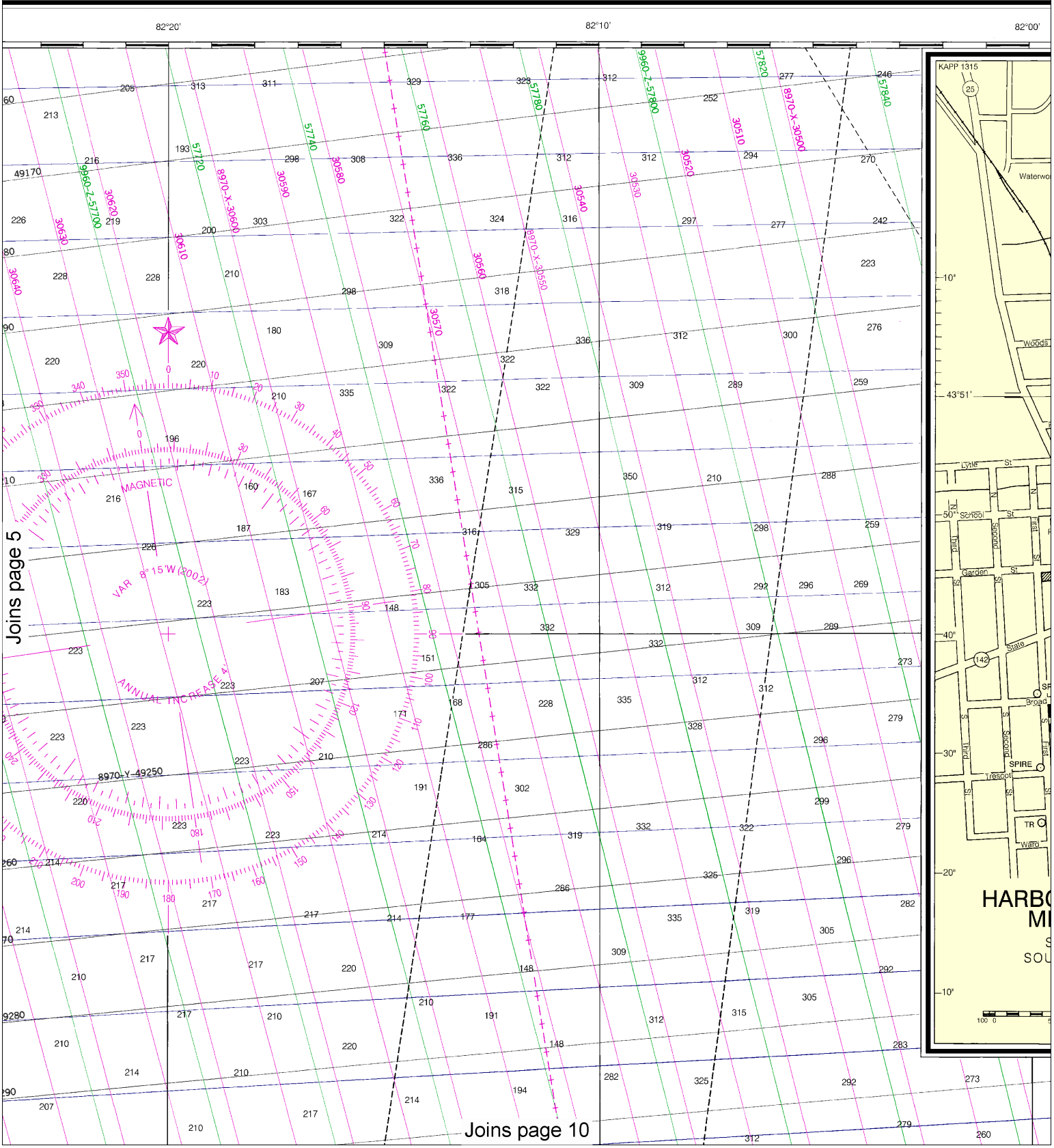
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

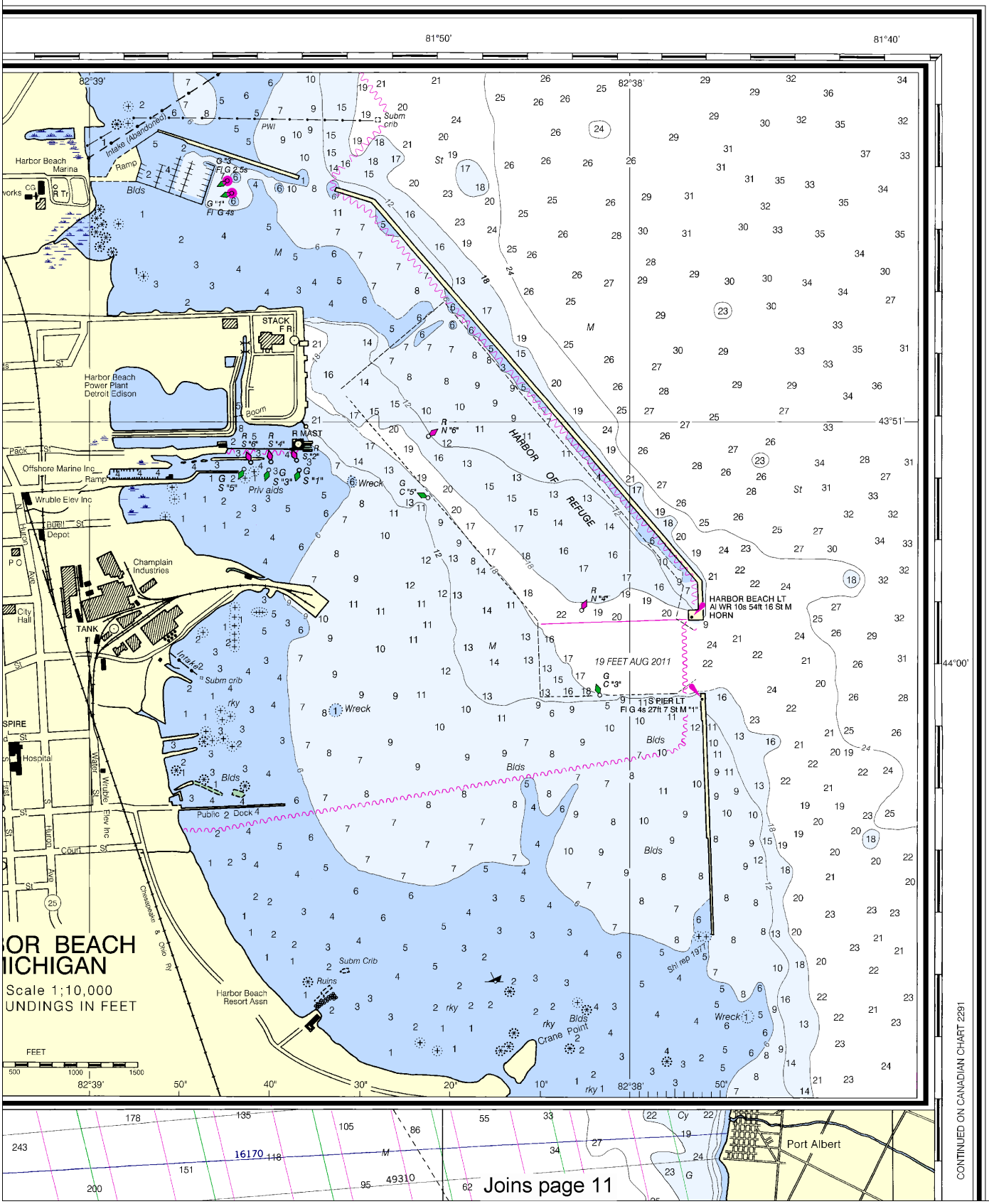
STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

SOUNDINGS IN FEET

Nautical Chart Catalog No 4 Panels C, D

14862

LORAN - C OVERPRINTED



CONTINUED ON CANADIAN CHART 2291

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.

Joins page 4

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8970..................89,700 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M .... Master

W................ Secondary

X .... Secondary

Y .... Secondary

Z .... Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

8970-X 8970-Y

9960-W 9960-Z

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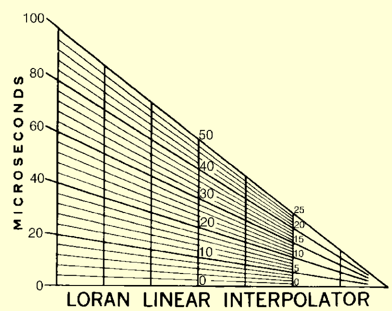

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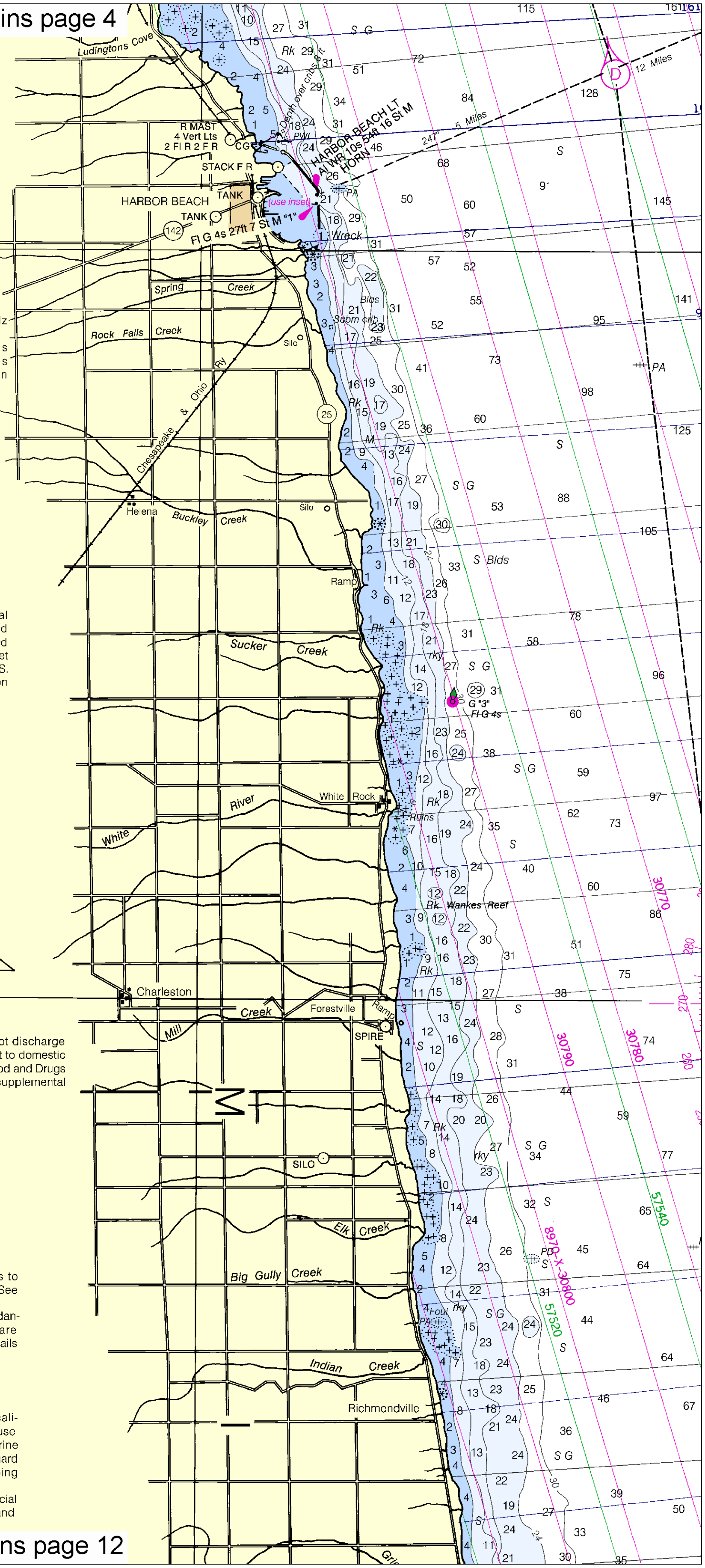


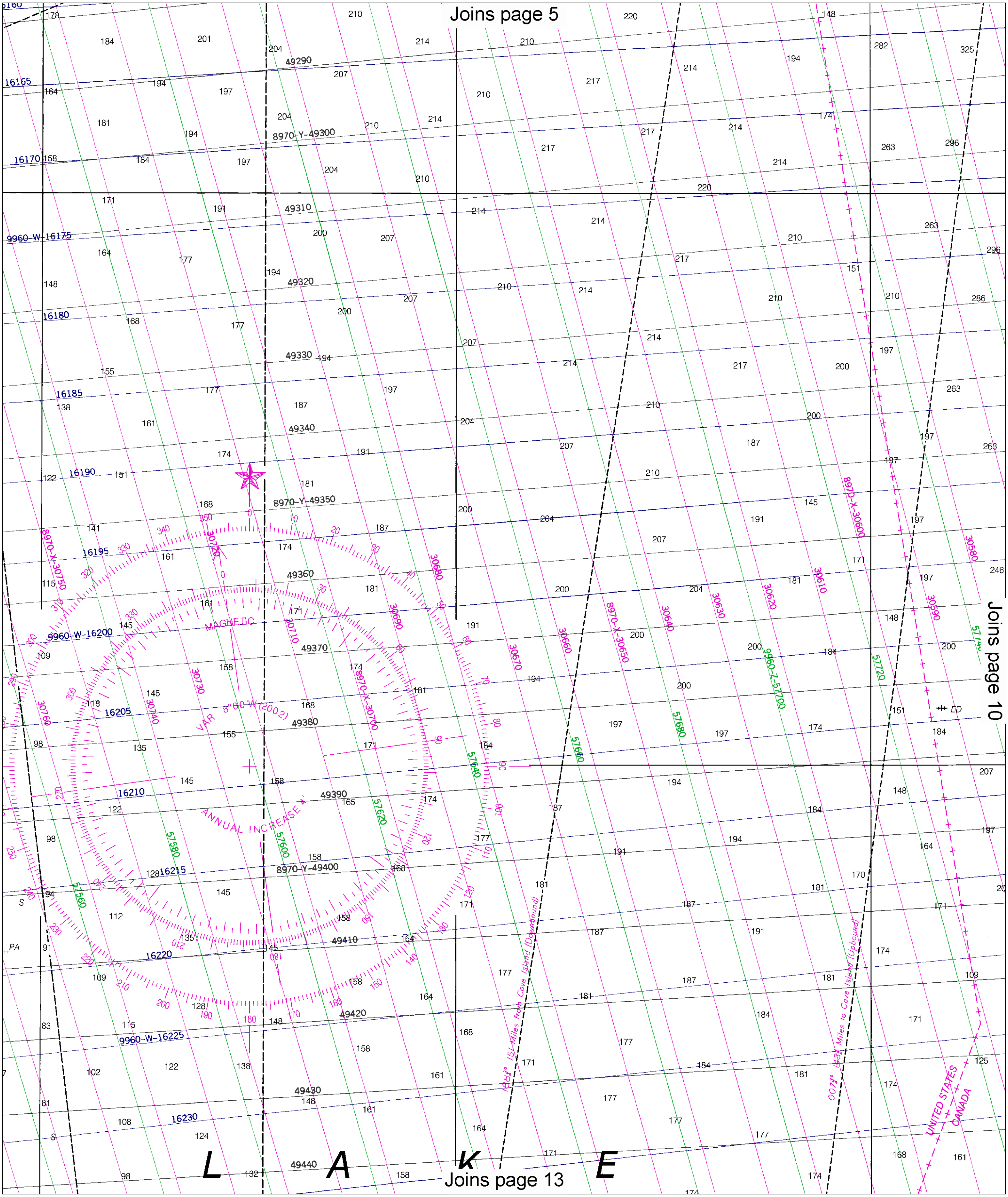
Joins page 12

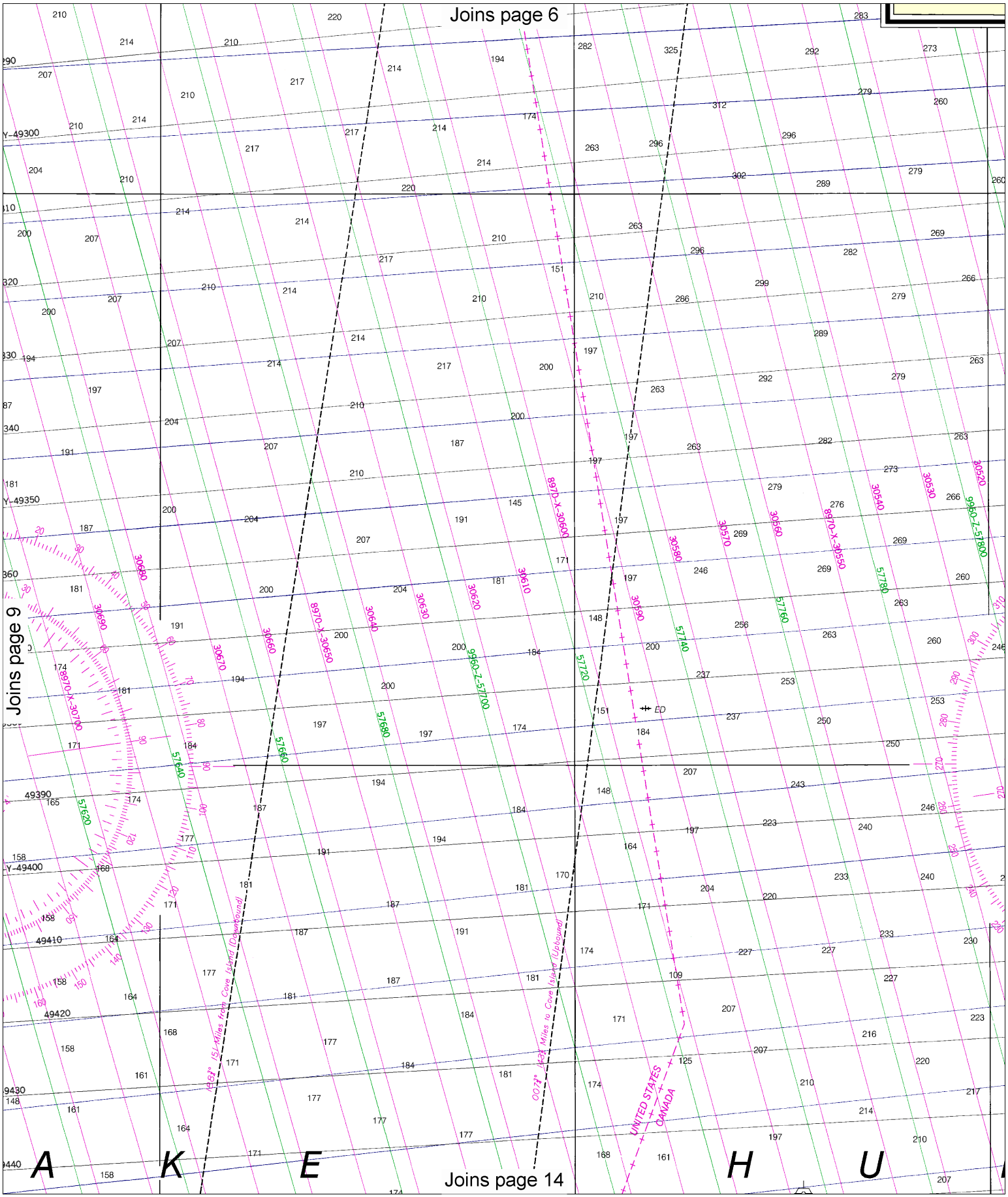
Printed at reduced scale. See Note on page 5.

Note: Chart grid lines are aligned with true north.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


Joins page 5
Joins page 10
Joins page 13
L A K E
MAGNETIC
VAR 8°00'W (2002)
ANNUAL INCREASE 4'
9960-W-16175
9960-W-16200
9960-W-16225
8970-Y-49300
8970-Y-49350
8970-Y-49400
8970-X-30750
8970-X-30700
8970-X-30650
8970-X-30600
9960-Z-57700
UNITED STATES
CANADA
151 Miles from Cove Island (Downbound)
Miles to Cove Island (Upbound)



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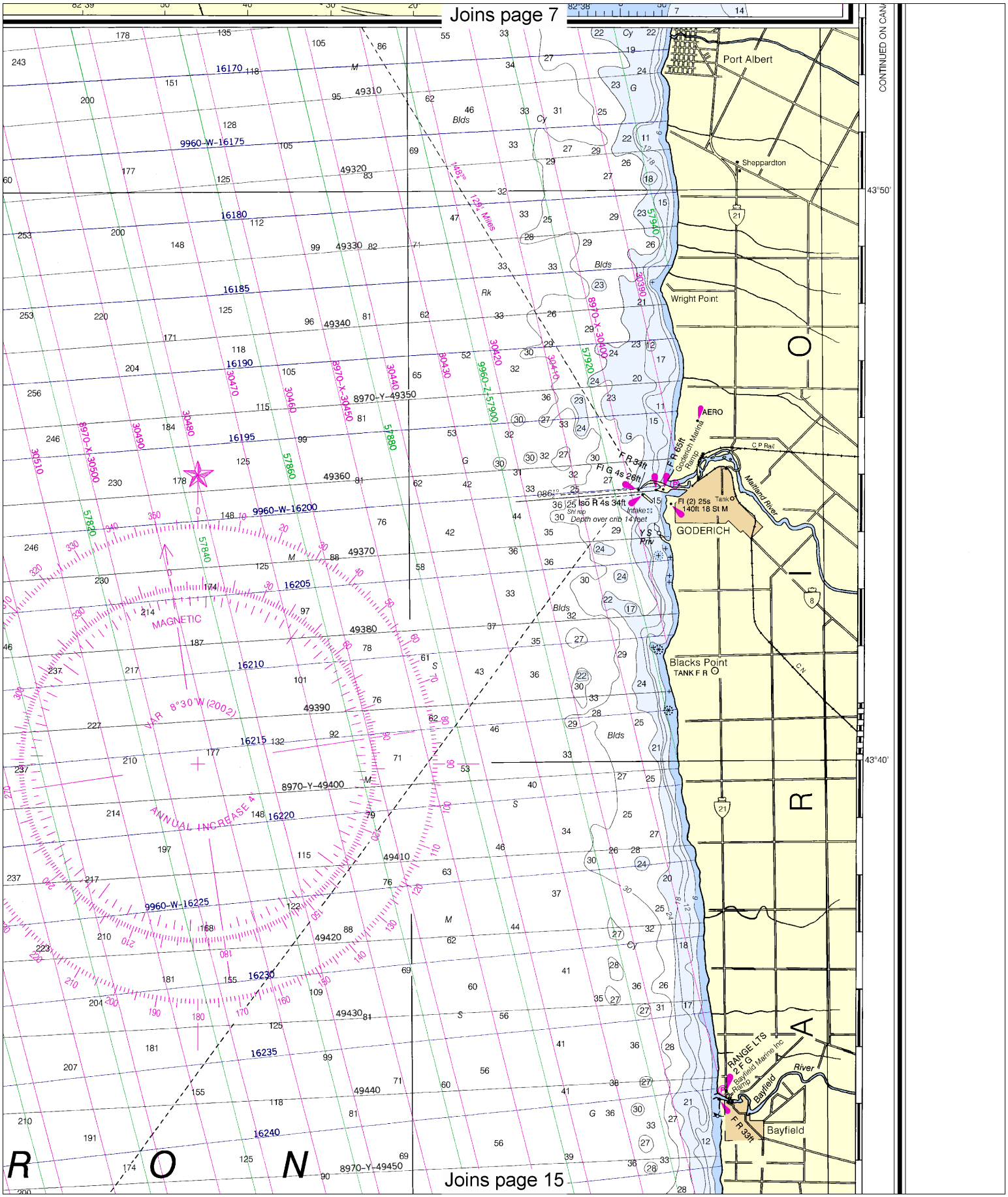
Joins page 7
CONTINUED ON CANADA
Port Albert
Sheppardton
Wright Point
AERO
C.P.Rail
Goderich Marina Ramp
Fl R 65ft
Fl R 34ft
Fl G 4s 26ft
Iso R 4s 34ft
Fl (2) 25s 140ft 18 St M
Tank
Intake
Shrimp
Depth over crib 14 feet
GODERICH
Maitland River
Blacks Point
TANK F R
C.N
RANGE LTS 2 F G
Bayfield Marine Inc
Bayfield Ramp
Bayfield River
F R 39ft
Bayfield
ONTARIO
43°50'
43°40'
MAGNETIC
VAR 8°30'W (2002)
ANNUAL INCREASE 4
Joins page 15
16170
16180
16185
16190
16195
16200
16205
16210
16215
16220
16225
16230
16235
16240
49310
49320
49330
49340
49350
49360
49370
49380
49390
49400
49410
49420
49430
49440
49450
9960-W-16175
9960-W-16200
9960-W-16225
8970-Y-49350
8970-Y-49400
8970-Y-49450
8970-X-30500
8970-X-30450
9960-Z-57900
57840
57860
57880
57900
57920
57940
30420
30430
30440
30460
30470
30480
30490
30510

Joins page 8

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RACING BUOYS

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43°30'

43°20'

Griggs River
Cherry Creek
Sanilac County Park
Ramp
SPIRE
Forester
Ruins
Sherman Creek
Miller Creek
Ramp
Spire
TANK
Port Sanilac
NWS SIG STA
Fl R 4s 35ft 7 M
(see inset)
PORT SANILAC LT
Fl (3) 10s 69ft 16 St M
McKenzie Creek
New London Pt
Mill Creek
TANK
F R
STACK
Lexington
SPIRE
Ramp
Intake
Fl G 4s 25ft 4 St M "3"

KAPP 1314
82° 32'30 "
43°26'
N Lake St
Ridge St
Village Hall
PO
Twp Hall
Main St
NWS SIG STA
City Dock
Hoist
Sanilac Marina
Cedar St
Ramp
Library
S Lake St
PORT SANILAC LT
Fl (3) 10s 69ft 16 St M
6½ FT MAY 2012
8 FT MAY 2012
4 FT MAY 2012
Fl G 4s 25ft 5 St M "3"
Fl R 4s 35ft 7 St M
rky
M
82° 32'

PORT SANILAC HARBOR
MICHIGAN
Scale 1;5000
SOUNDINGS IN FEET
FEET
100 0 1 2 3 4 500 6 7 8 9 1000
82° 32'30" 25" 20" 10"

Joins page 16

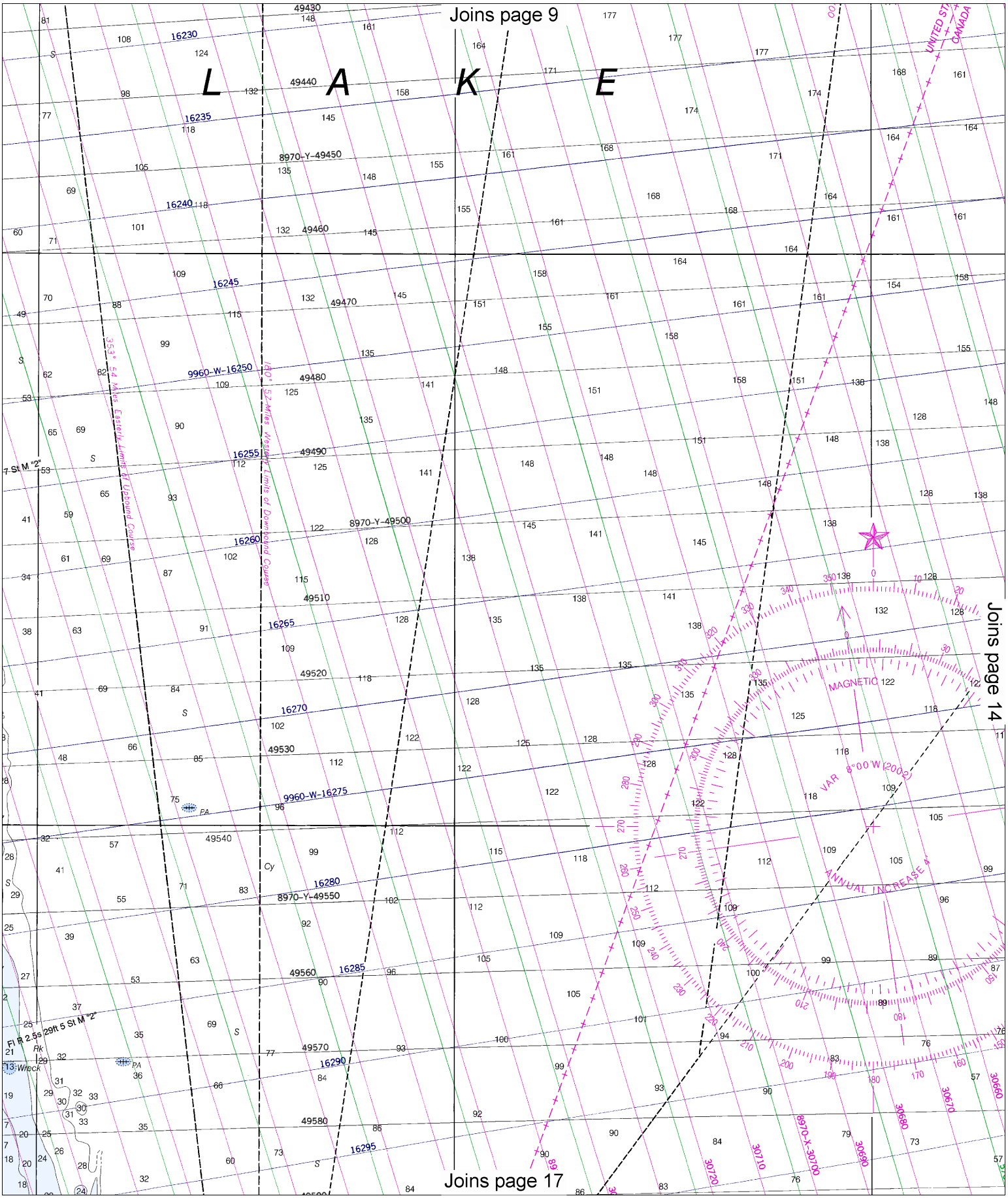
Note: Chart grid lines are aligned with true north.

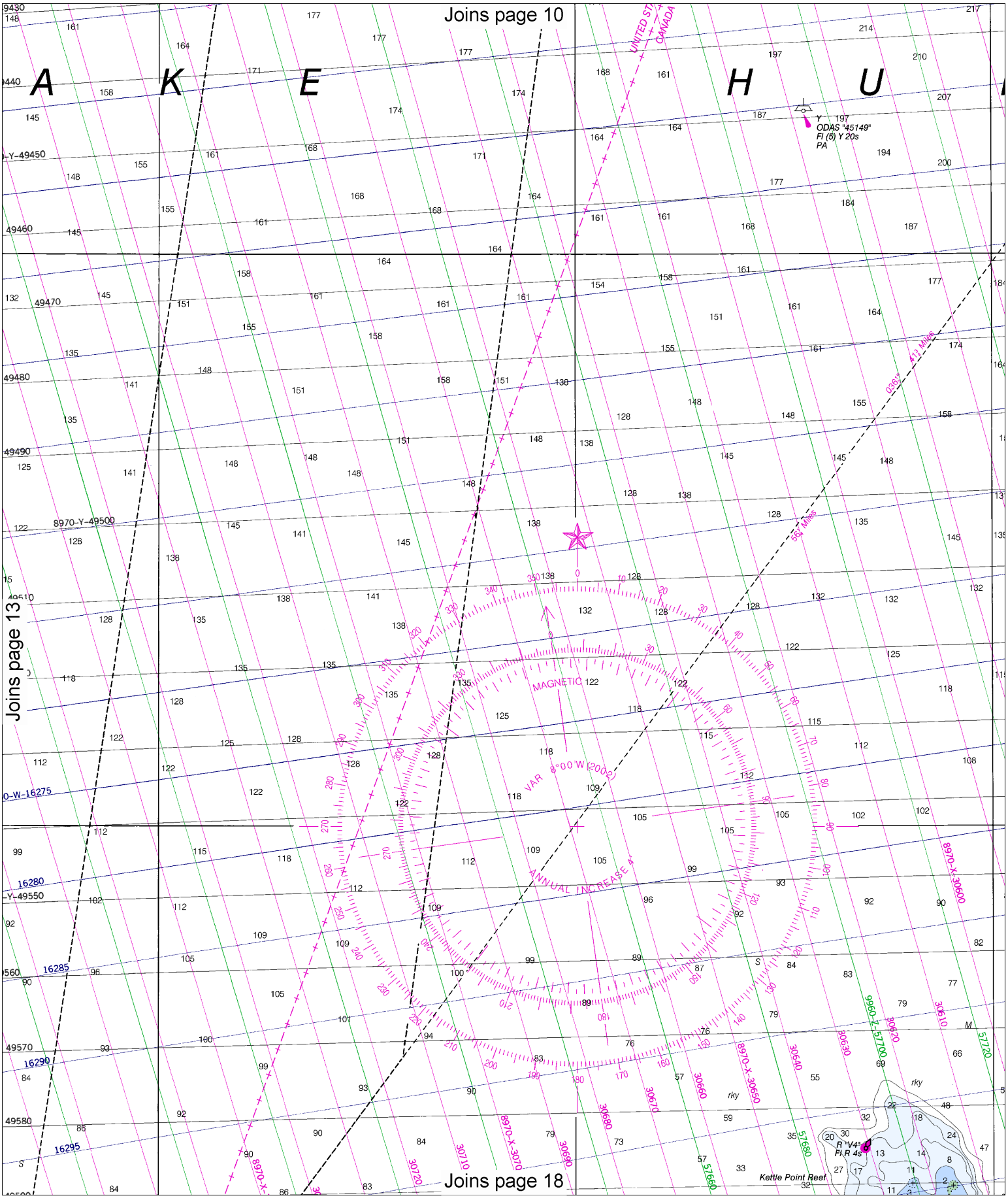
Printed at reduced scale.

YARDS
5000 2500 0 5000 10000 15000

STATUTE MILES
0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 9
L A K E
UNITED STATES
CANADA
16230
16235
8970-Y-49450
16240
16245
9960-W-16250
16255
8970-Y-49500
16260
16265
16270
9960-W-16275
16280
8970-Y-49550
16285
16290
16295
49430
49440
49460
49470
49480
49490
49510
49520
49530
49540
49560
49570
49580
353° 54 Miles Easterly Limit of Upbound Course
180° 52 Miles Westerly Limits of Downbound Course
MAGNETIC
VAR 8°00'W (2002)
ANNUAL INCREASE 4'
8970-X-30700
30660
30670
30680
30690
30710
30720
Joins page 14
Joins page 17



14

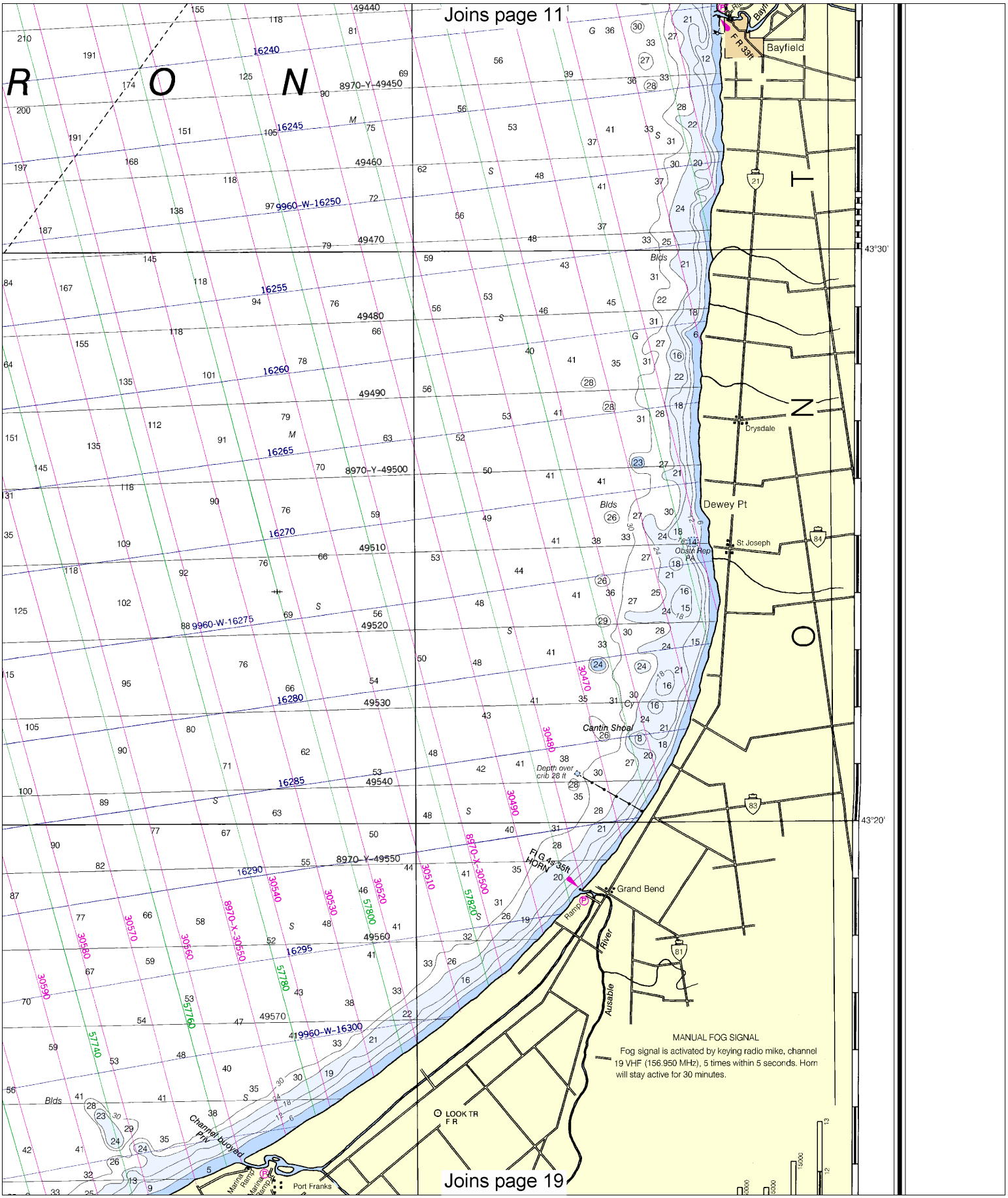
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1/2 0 1/2 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 11
R O N
Bayfield
Drysdale
Dewey Pt
St Joseph
Obstn Rep PA
Cantin Shoal
Depth over crib 28 ft
FIG 4s 35ft HORN
Grand Bend
Ramp
Ausable River
MANUAL FOG SIGNAL
Fog signal is activated by keying radio mike, channel 19 VHF (156.950 MHz), 5 times within 5 seconds. Horn will stay active for 30 minutes.
LOOK TR F R
Channel buoyed
Port Franks
Marina Ramp
Joins page 19
43°30'
43°20'
8970-Y-49450
8970-Y-49500
8970-Y-49550
9960-W-16250
9960-W-16275
9960-W-16300
8970-X-30550
8970-X-30560
16240
16245
16255
16260
16265
16270
16280
16285
16290
16295
49440
49460
49470
49480
49490
49510
49520
49530
49540
49560
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30470
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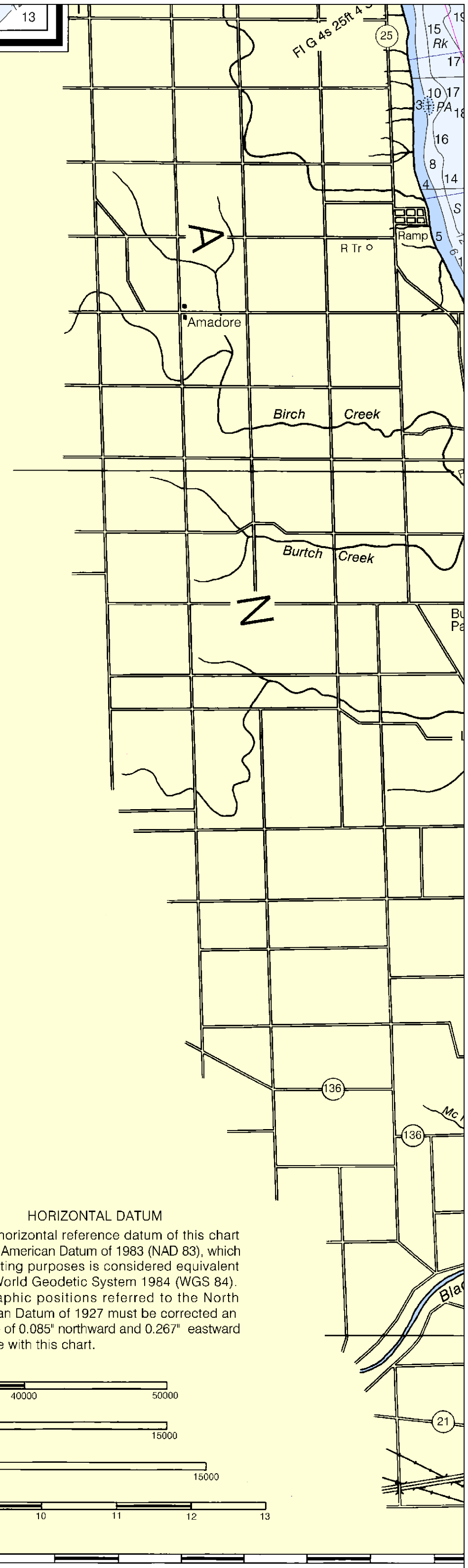
57820

Joins page 12



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

PORT HURON TO PTE AUX BARQUES

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) .... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

(7) Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.085" northward and 0.267" eastward to agree with this chart.

FEET
YARDS
METERS
STATUTE MILES

28th Ed., Apr. 13/02

14862

LORAN - C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

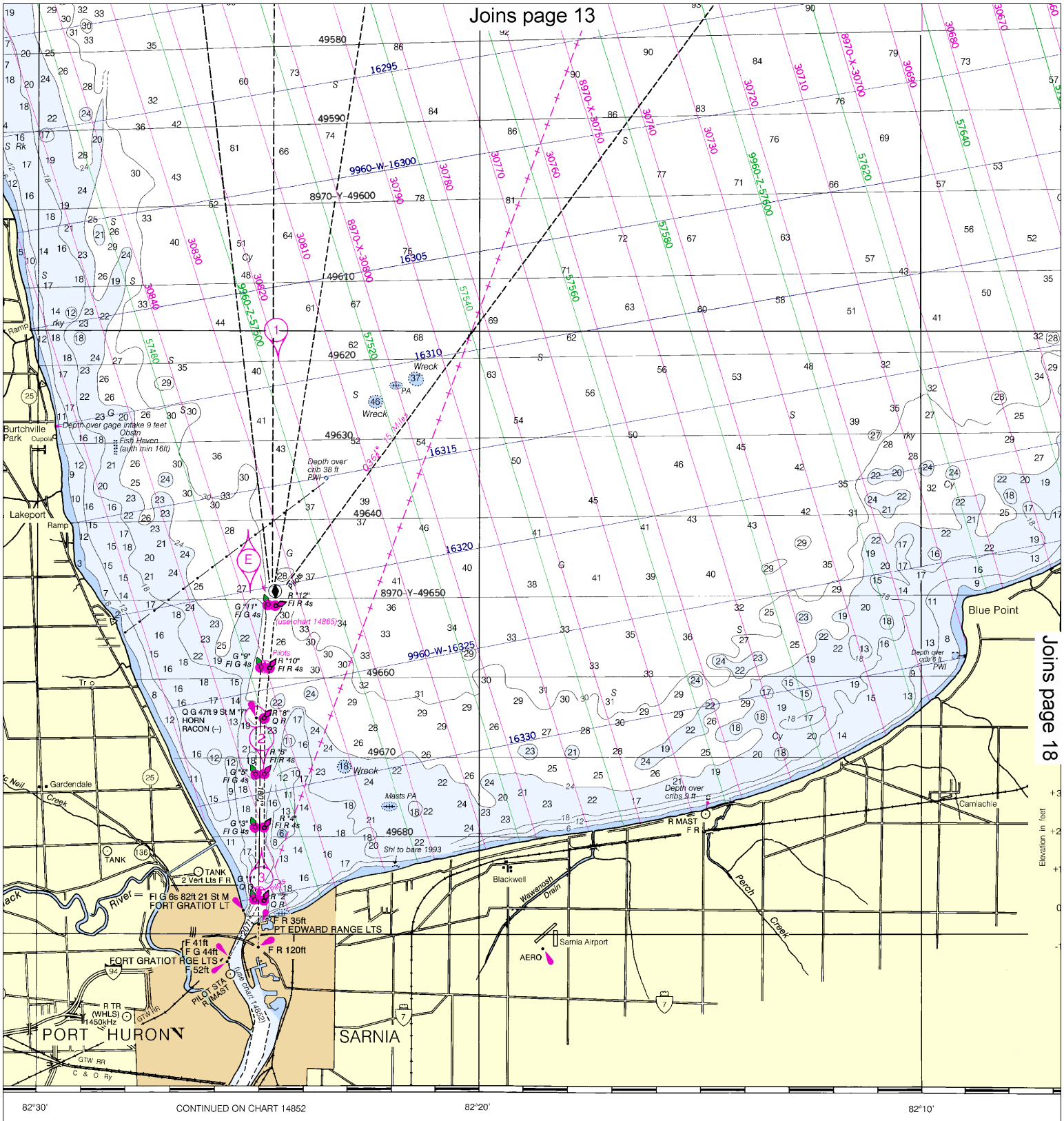
SOUNDINGS IN F

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

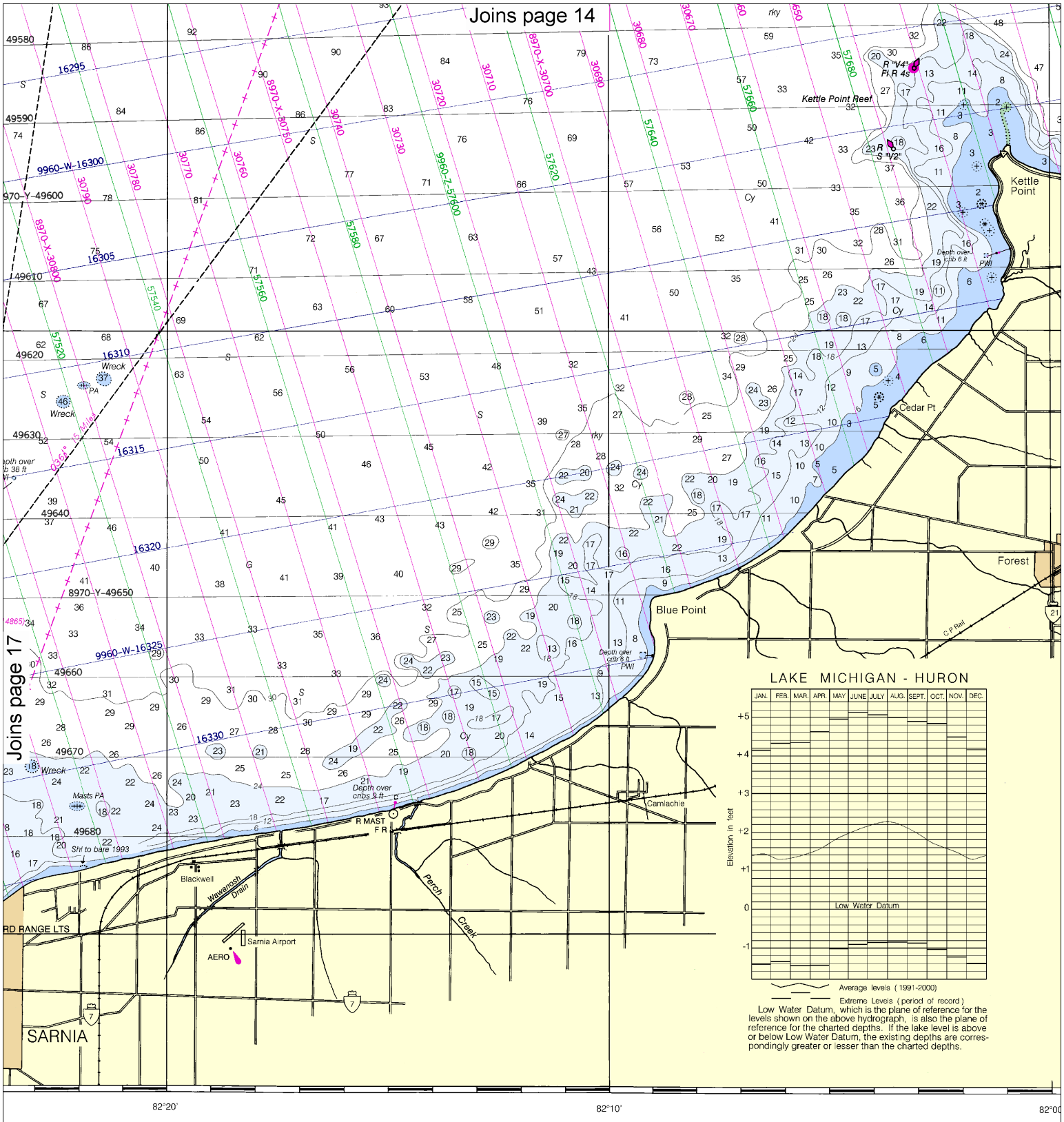
YARDS

STATUTE MILES



FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



LAKE MICHIGAN - HURON

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17								

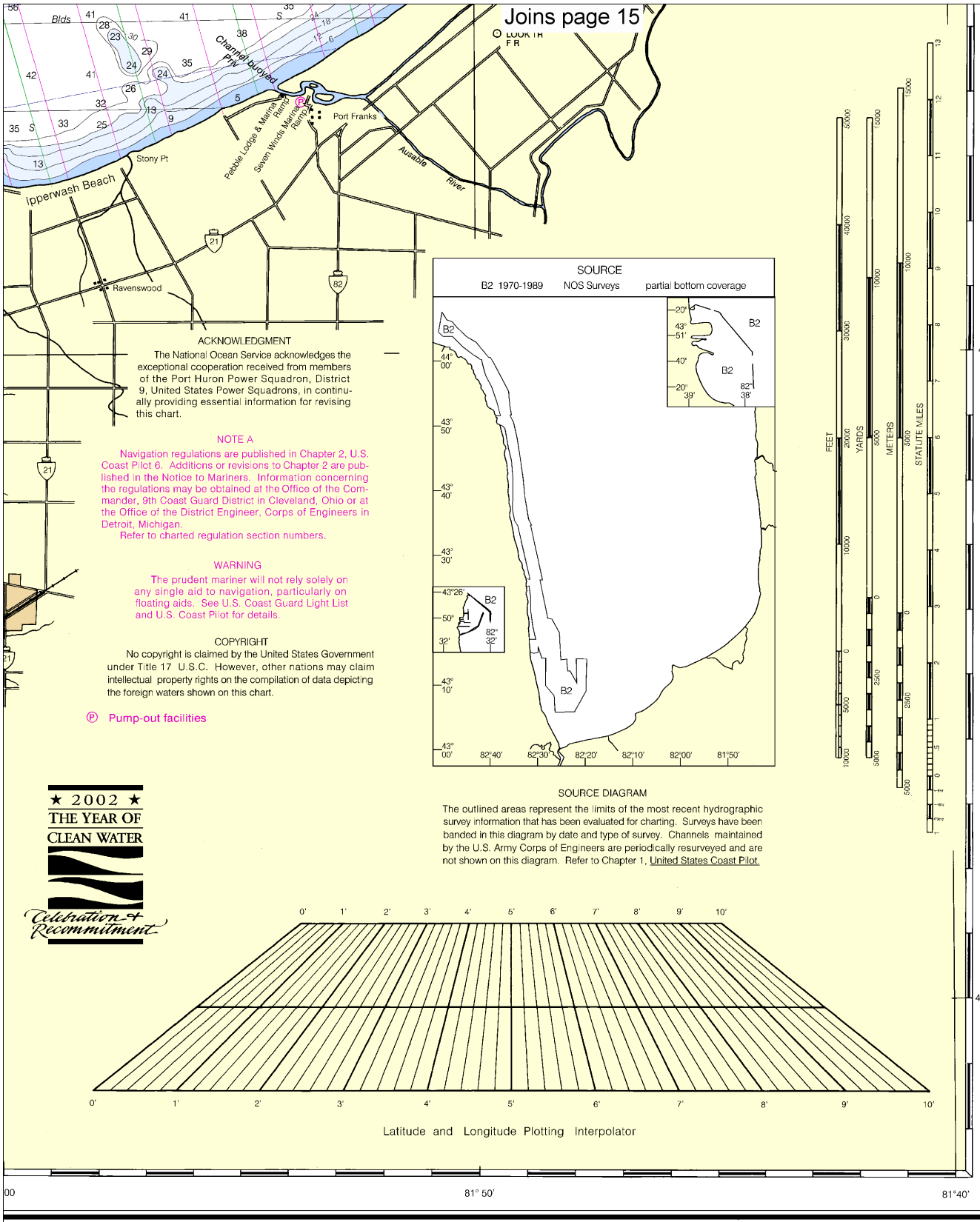
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Port Huron Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Ⓟ Pump-out facilities

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

★ 2002 ★ THE YEAR OF CLEAN WATER Celebration & Recommitment

Port Huron to Pte. Aux Barques

SOUNDINGS IN FEET - SCALE 1:120,000

14862

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ED. NO. 28

NSN 7642014010583 NIMA STOCK NO. 14XCO14862

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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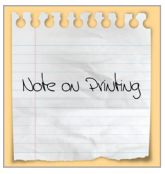

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker